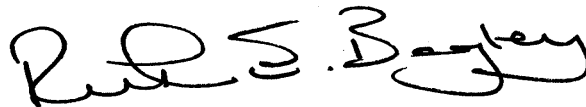


Date of issue: Tuesday, 22 October 2013

MEETING:	NEIGHBOURHOODS AND COMMUNITY SERVICES SCRUTINY PANEL (Councillors Minhas (Chair), Dar, Dhillon, Malik, M S Mann, Plenty, Shah, Sohal and Wright) <u>Non-Voting Co-Opted Members</u> Naomi Owens (Leaseholder Forum Representative), Terry Conroy (Slough Federation of Tenants and Residents) and Vivianne Royal (Customer Senate)
DATE AND TIME:	WEDNESDAY, 30TH OCTOBER, 2013 AT 6.30 PM
VENUE:	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT
SCRUTINY OFFICER: (for all enquiries)	SARAH FORSYTH 01753 875657

NOTICE OF
EXTRAORDINARY
MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



RUTH BAGLEY
Chief Executive

AGENDA

PART I



AGENDA
ITEM

REPORT TITLE

PAGE

WARD

Apologies for absence.

CONSTITUTIONAL MATTERS

1. **Declarations of Interest**

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or Non Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3 paragraphs 3.25-3.27 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.

The Chair will ask Members to confirm that they do not have a declarable interest.

All members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.

SCRUTINY ISSUES

2. **Slough's Relationship with Heathrow Airport**

1 - 24

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.

SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods & Community Services Scrutiny Panel **DATE:** 30 October 2013

CONTACT OFFICER: Daniel Wilson (Housing & Environment Policy Officer)
(For all enquiries) Sarah Forsyth (Scrutiny Officer)
(01753) 87 5918/5657

WARD(S): All

PORTFOLIO: Councillor Sohail Munawar (Commissioner for Social and Economic Inclusion)

PART I
CONSIDERATION & COMMENT

SLOUGH'S RELATIONSHIP WITH HEATHROW AIRPORT

1 Purpose of Report

1.1 To present the results of the recent resident survey, and research on the economic relationship between Slough and Heathrow Airport commissioned by Slough Borough Council.

2 Recommendation(s)/Proposed Action

2.1 That the Panel consider the results of the resident survey and findings of the economic research into the relationship between Slough and Heathrow Airport, in addition to other available information, and form conclusions and recommendations for consideration by Cabinet on the future of that relationship.

3 Introduction

3.1 In September 2012 the Government set up the UK Airports Commission to review the future aviation needs of the UK.

3.2 The aim of the review is to 'identify and [recommend] to Government options for maintaining this country's status as an international hub for aviation'.¹ Whilst the final shortlist of credible long term options is due to be announced in December, various options have been publicised which could impact on the future of Heathrow Airport.

3.3 In order for Slough Borough Council to effectively represent the best interests of Slough, in this debate, it was decided to ensure that the stance adopted would be carefully considered and evidence-based. The Commissioner for Social and Economic Inclusion asked that the Neighbourhoods and Community Services Scrutiny Panel undertake an exercise to gather resident views in order to provide evidence which could be used to inform the position of the council in this debate.

¹ The Airports Commission (AC) under the chairmanship of Sir Howard Davies

4 **Evidence Collection**

- 4.1 The Neighbourhoods and Community Services Scrutiny Panel has run a resident survey asking for views on the relationship between the Borough and the airport currently, which could then inform the council's position in discussions regarding the future of aviation in the south east.
- 4.2 The survey was targeted at Slough residents, although responses from non-residents have been allowed (and classified as such so they can be isolated). Questions were designed to highlight issues for people such as those:
- living in the borough;
 - working in the borough;
 - using Heathrow for travel for work;
 - using Heathrow for travel for pleasure;
 - those who support/oppose the airport; or
 - those with a neutral view.
- The survey ran from 9 September until 13 October, with press releases to alert the public and use of the council's social media accounts. The survey was set up electronically, with additional options for the public to contact officers by phone or email to provide their views. The results of the survey are attached as Appendix A to this report.
- 4.3 Alongside the survey, the council commissioned an economic study, the results of which will be presented at the meeting.
- 4.4 A number of other pieces of research have also been released which have coincided with the preparation of this report. The most relevant are:

- London Heathrow Economic Impact Study, commissioned by Buckinghamshire Thames Valley LEP, Enterprise M3 LEP, Oxfordshire LEP, Thames Valley Berkshire LEP and West London Business, and carried out by *Regeneris*.
- UK Airport Strategy: dicing with the property market, *Lambert Smith Hampton*

5 **What the research shows us**

- 5.1 Resident Survey, *Slough Borough Council*, October 2013. See graphs in Appendix A
- Sixty-two residents responded to the consultation, with 85% of these being Slough residents, 71% having lived in Slough for over ten years.
 - When asked how a respondent uses Heathrow, the uses were ranked as follows:
 1. Leisure purposes
 2. Visiting family
 3. Use of the transport network around Heathrow
 4. No effect on household
 5. Flying for work
 6. Work for a business directly or indirectly linked to Heathrow
 7. Work at the airport
 - When asked about the impact of Heathrow on their life in Slough:
 - 56% of respondents reported Heathrow had a positive impact
 - 21% experienced both positive and negative impacts

- 11% thought it had a neutral impact
- 10% thought the airport had a negative impact
- When asked about the relationship between the presence of Heathrow and respondent's decision to live in Slough:
 - 55% said Heathrow is a benefit for Slough, though it is not the main reason they live here
 - 33% live in Slough mainly because of Heathrow
 - 13% think Slough would be better without Heathrow
- When asked about the specific relationship between Heathrow and their household, the responses, in order of popularity were:
 1. No direct impact
 2. One or more of the household fly from Heathrow for work
 3. One or more of the household work for a company providing services to Heathrow
 4. Negative impact on the household
 5. Another member of the household works at Heathrow
 6. One or more of the household works for company providing services to airline passengers
 7. = More than one member of the household works at Heathrow
= Respondent works at Heathrow
- 68% of respondents are affected by aircraft noise; of these one quarter experience very disruptive noise often, or sometimes; one quarter were affected by moderately disruptive noise; and just under half experienced either no disruptive noise or noise that is not very disruptive.
- 60% of respondents were not affected by airport generated congestion.
- 55% of respondents thought that Heathrow affected air quality in Slough.
- When asked about the wider environmental impact of Heathrow: a quarter of respondents were concerned about the impact and thought steps should be taken to mitigate this; a third believed the negative impacts were a price worth paying, while a quarter did not believe the airport negatively affected the environment. Just over 10% opposed the environmental impact and wanted a reduction in flights.
- Finally, when asked about the impact reducing Heathrow in size, or closing it altogether, would have on the household, half would remain in Slough but believing it would impact their household negatively, 20% would move out of Slough, and 20% would remain in Slough and consider it to be a positive outcome.

5.2 Heathrow Economic Study, Parsons Brinckerhoff and Berkeley Hanover Consulting for Slough Borough Council, October 2013

5.2.1 Slough Borough Council has commissioned a robust, independent study to provide an evidential base on which to base future policy making. The report comes from a neutral stance, making no comment on which options may be more or less advantageous to Slough.

5.2.2 The report provides an assessment of the economy of Slough which is dependent on Heathrow airport. The report explains the four types of employment associated with Heathrow which have been studied:

- **Direct (both on-site and off-site)** – employment that is wholly or largely related to the operation of the airport;
- **Indirect** – employment generated in the chain of suppliers of goods and services to the direct activities;
- **Induced** – employment generated by the spending of incomes earned in the direct and indirect activities; and
- **Catalytic** impacts – employment generated by the attraction, retention or expansion of economic activity as a result of the connectivity facilitated by airports.

5.2.3 The study assessed the economic impact of Heathrow as today (base case) and a further five scenarios set out below. Economic impacts have been calculated for 2020 and 2030. The scenarios and an assessment of the impact on Heathrow are set out below.

Scenario	Operational date	LHR hub status
LHR 2 runways (no change)	As at today	Hub status retained with dilution over time
LHR 3/4 runways	Third runway by 2025/6 Fourth runway by 2035/40	Hub status retained and enhanced
LHR 2 runways plus 2 nd runway at Gatwick	Second runway at Gatwick by 2025	Hub status retained with some enhancement
LHR 2 runways plus 2 nd runway at Stansted	Second runway at Stansted by 2025	Hub status retained with slight possibility of some dilution
LHR 1 runway plus new airport development	NAD operational by 2029, LHR runway closing 2029	Short term retention followed by diminished and eventual loss
LHR 0 runways and new airport development	NAD operation by 2029, full LHR closure 2029	Hub status lost

5.2.4 Interim results of the study will be presented at the meeting. The full results will be made public towards the end of the year when the study is completed.

5.3 London Heathrow Economic Impact Study, commissioned by Buckinghamshire Thames Valley LEP, Enterprise M3 LEP, Oxfordshire LEP, Thames Valley Berkshire LEP and West London Business, and carried out by *Regeneris*.

5.3.1 The area for this study is defined as the 'western wedge', between the M4, M40, M3 and A3. The area supports 2.4 million jobs and contributes £137 billion in Gross Value Added (GVA), equal to £1 in every £10 of UK economic output. The report finds that if Heathrow were to close in favour of an alternative location between

170,000 and 230,000 jobs directly connected with Heathrow would be at risk, putting at risk £11-£15 billion of economic activity.

5.3.2 The report also found that businesses choosing to remain in the area if Heathrow closed would be burdened with transport costs of £440 million in costs due to additional journey requirements.

5.3.3 The report finds that an additional runway at Heathrow would create 35,000 additional jobs and £3.4 billion of additional economic activity within the study area, accruing from improved connectivity to emerging economies and productivity.

5.4 UK Airport Strategy: dicing with the property market, Lambert Smith Hampton, September 2013

5.4.1 This report calculates the impact on the property market of a number of future aviation scenarios. The commercial stock supported by the presence of Heathrow is calculated at £7.4bn, while it is stated that at 75m sq ft, the office stock in the Thames Valley is larger than that of London, supporting an economy worth £28.3bn. The report concludes that expansion of the airport would provide a 'tangible boost' to the local and regional economies and property market. Closure of Heathrow and development of a hub airport in a different location (Stansted or Thames Estuary) would result in loss of property values between £1.9bn and £2.6bn). Expansion at alternative airports, while maintaining Heathrow as the UK's hub airport is calculated to have a limited impact on the property market surrounding Heathrow.

5.4.2 The report warns of the impact "when the airport is on virtual death row and with no inward investment" following an announcement of closure.

5.4.3 The report also asserts that one hub, rather than any other number, is the only solution.

5.5 A small area study exploring the relationship between aircraft noise and cardiovascular disease near Heathrow airport in London was published in the British Medical Journal on 8 October 2013 which received substantial press coverage. This study found a relationship between exposure to aircraft noise at the $L_{Aeq, 16h}$ and L_{night} , (applicable to the southern most border of Slough borough) and higher incidences of stroke, coronary heart disease and cardiovascular disease. A higher correlation was exhibited for the 2% of the population who experience aircraft noise above 63dB (only relevant for the southern most tip of Colnbrook with Poyle ward). This small area study covered a population of 3.6 million people. The study itself acknowledges that "admissions for coronary heart disease and to a lesser extent for cardiovascular disease were particularly affected by adjustment for South Asian ethnicity...hence the risk estimates should be interpreted cautiously" and "the risk of coronary heart disease in particular, and to a lesser extent cardiovascular disease, was noticeably reduced by adjustment for multiple confounders, in particular South Asian ethnicity." The study acknowledges that it builds on existing, though limited, research in this area, the results of which have been mixed. Of seven cited similar studies: two studies showed similar results; three showed some common factors, or the study group was compromised in some way; while two studies found no correlation between aircraft noise and heart disease/stroke.

6 **Conclusion**

The results of the residents' survey, alongside the findings of the economic research, provide the Panel with evidence as to the relationship between the borough of Slough and Heathrow Airport, which can be used to inform recommendations to Cabinet on the response of the council to the debate around the future of the airport.

7 **Appendices Attached**

A - Residents Survey Results

B - Free text comments

8 **Background Papers**

1 - London Heathrow Economic Impact Study, *Regeneris*, September 2013. Available <http://thamesvalleyberkshire.co.uk/2013/09/25/heathrow-airport-an-economic-powerhouse-driving-growth-and-prosperity-in-the-western-wedge/>

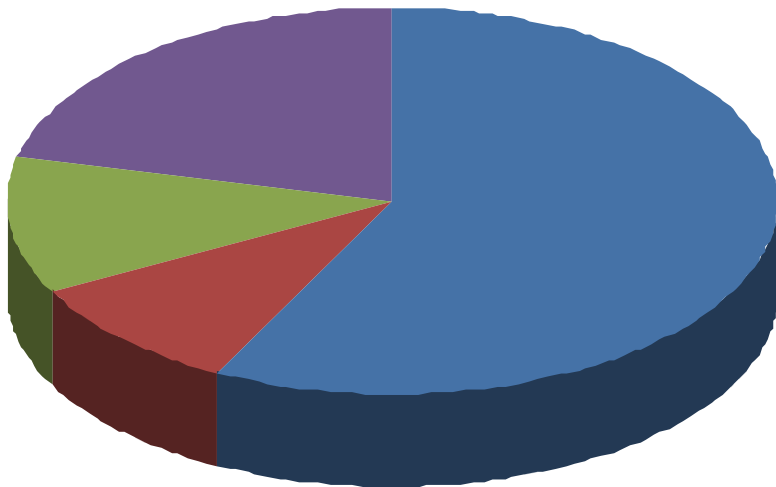
2 - UK Airports Strategy: Dicing with the property market, *Lambert Smith Hampton*, September 2013. Available <http://www.lsh.co.uk/commercial-property-research/2013/07/thames-estuary-airport-would-wipe-billions-from-value-of-commercial-property>

3 – Aircraft noise and cardiovascular disease near Heathrow airport in London: small area study, *British Medical Journal*, 8 October 2013. Available <http://www.bmj.com/content/347/bmj.f5432>

APPENDIX A: Resident Survey results

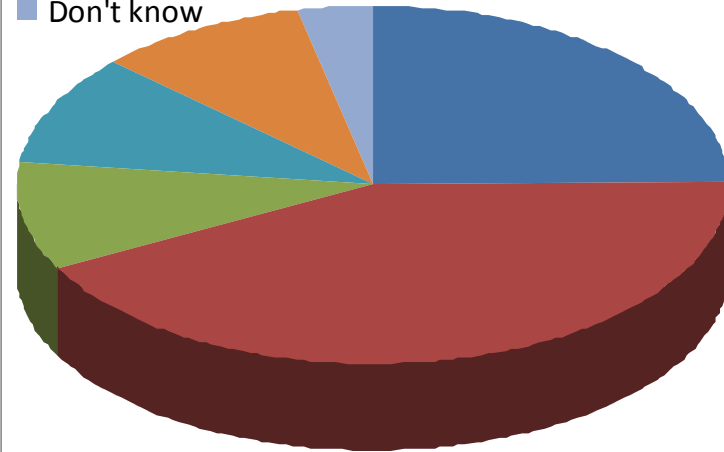
Heathrow's impact

- A positive impact on your life in Slough
- A negative impact on your life in Slough
- A neutral impact on your life in Slough
- Both negative and positive factors
- Don't know
- Don't care



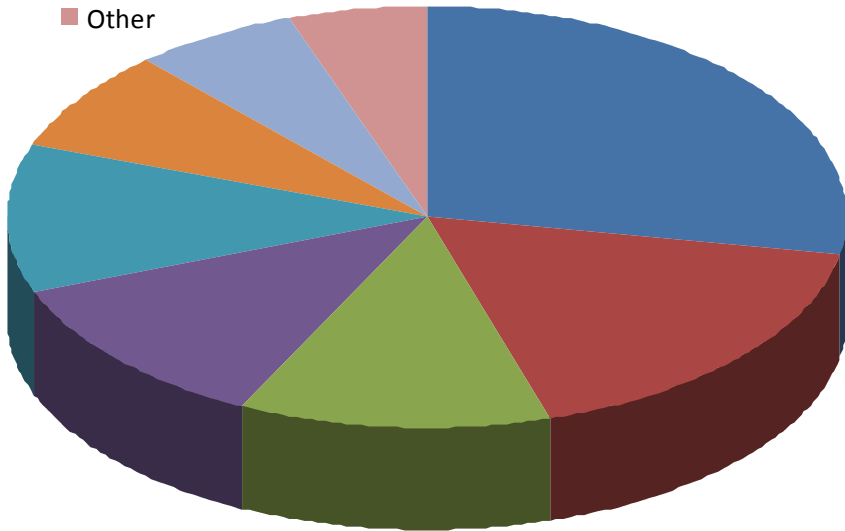
Location factors

- They are why I am in Slough
- They make Slough more useful for me, though they are not the main reason I am here
- Slough would be better without them
- I'm here with someone for whom the factors are important
- I don't live in Slough
- Other
- Don't know



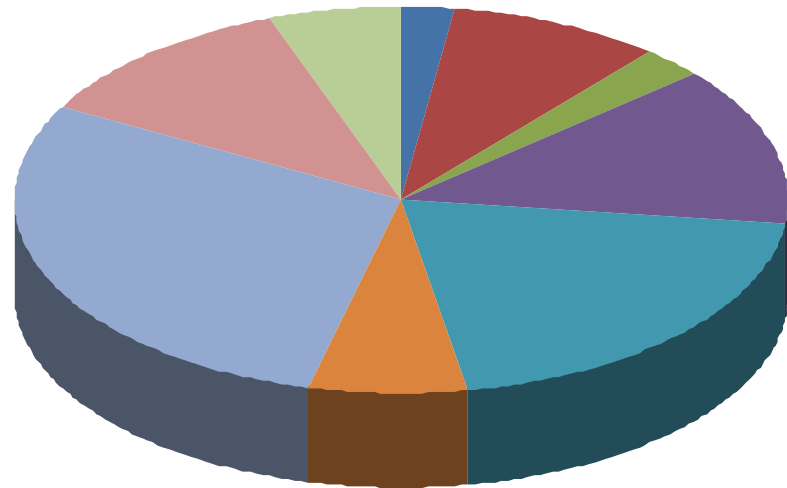
Household use of Heathrow

- Flying for leisure purposes
- Flying to visit family
- Use of Heathrow related transport network (when not travelling to or from Heathrow)
- Does not affect me or my household
- Flying for work
- Employment at a business directly or indirectly linked to Heathrow
- Employment at the airport
- Other



Economic Impact

- I work at Heathrow
- Another member of my household works at Heathrow
- More than one member of the household works at Heathrow
- One or more members of the household work in a company which provides services to Heathrow
- One of more members of the household fly to/from Heathrow for work purposes
- One or more members of the household works in a business which provides services to airline passengers
- There is no direct impact on the household
- There is a negative impact on the household
- Other
- Don't know



Appendix B – Free Comments

Survey

Comments - Q10. If you have any other comments or evidence you wish to be considered as part of this call for evidence, you can include it here.
1. Slough's industry relies on the airport. Without it Slough would lose one of its best selling points - its location for businesses. Then there would be less jobs both at the airport and in the town.
2. I live in Colnbrook which has had so much done to it over the years and much of the industry now is reliant on the Airport. If the airport closes then the industry will move and we are left with a large concrete wasteland, Slough Borough Council will loose a lot of industry in teh town and will not possibly have the mioney to return the sites to green-belt anyway so more eyesores to live with
3. The amount of employment generated by Heathrow which benefits Slough residents is worth any minor negatives such as congested roads. With the massive increase in service industries on Slough Trading Estate the airport still provides some manufacturing and unskilled opportunities which suit those residents who are not so accademic
4. There have been no proposals to close Heathrow, this is completely irrelevant. the debate is whether to allow a 3rd runway and there is no evidence to suggest that expanding an alternative ariport will necessitate the closure of Heathrow, this is a ridiculous suggestion. Air traffic over the Borough has increased tenfold in recent years, as has noise pollution, this needs to be addressed since it is highly intrusive and has a massive negative impact on the lives of those living beneath a flight path.
5. Heathrow airport is a major contributor in the regional economic growth. It creates employment in thousands to the people living in the surrounding areas. I am in favour in the expansion of the Heathrow Airport. Third runway is absolutely necessary without which Heathrow will lose to Amsterdam, Paris and Frankfort. airports.
6. I think Heathrow is crucial to Slough and the surrounding area in economic terms. If expansion is not Allowed or the Boris estuary airport were to be given the go ahead it would desalinate the area.
7. I believe Heathrow is large enough and should not be further extended. The quiet time through the night is essential to good health and I believe expansion would mean more and more night flights. I have lived in this area most of my life and would like to remain here but if it becomes any noisier for prolonged periods this may make me move away from the area. If expansion is required there are many other London airports with capacity and probably a better road infrastructure.
8. I am affected at certain times of day, when jumbo jets are banking right towards Asia or Middle East mostly. The planes fly low and gun the engines loudly to cut the flying time. It's very noisy, so much so that one sitting outside cannot hear the person next to him or on phone talking. I would like to see the jumbo jets flying higher and taking a more gradual turn like the smaller aircraft do that are not such a noise issue.

Comments - Q10. If you have any other comments or evidence you wish to be considered as part of this call for evidence, you can include it here.

9. I strongly believe that if Heathrow were to close down, Slough would suffer greatly. Shops would close, more people would be unemployed, rents would be unpaid and Slough would become a terrible place to live and raise children.

10. I am retired but still work part time. I have lived in Slough for over thirty years moving here working for a manufacturing business dependent on Heathrow for import of raw materials and export of finished goods. I have subsequently worked for several companies in the locality for which Heathrow has been important for goods in transit. I have also worked for a company where my services were required throughout Europe and regularly commuted through Heathrow. I have seen how Schipol has expanded its runways and infrastructure. If Heathrow does not respond it will simply become no more than a hub airport to the likes of Schipol, Paris CDG and Frankfurt. You cannot send high value goods and services over the internet physical transport is needed.

11. A third runway would be good for the UK GDP & Slough employment Plus by the time it is built aircraft will be considerably quieter than now

12. My husband is retired, but he worked at LHR for 20 years which is why we moved here. On the back of experience gained at LHR he obtained a much better, but still aviation related, job in London for another 20 years. Our pension income is therefore by virtue of LHR. Although we are no longer directly dependant upon LHR, we feel it provides the liveliness and economic prosperity of Slough which makes it a nice place to live, and we have no desire to move. LHR's proximity means there are good bus services which we use a lot ,(although not to go to LHR). The new rail links will make Slough an even more attractive place for business - and hopefully an even better place to live. It is very easy to get to London. We are dismayed at the thought of LHR's possible closure. It may mean the proposed rail links (which will have benefits for travel beyond LHR) won't happen. Crucially it will certainly mean a huge exodus of re-located employees, and those of local business which depend on LHR's proximity. Those relocated by employers will be skilled, professional and managerial staff. Those left behind will be the blue-collar workers employed through agencies and for whom there will be little other local work. There will be a huge unemployment problem among the lower skilled. The houses of those relocated will flood the market. Prices will go do down, making them attractive to wealthier boroughs to dump their benefit tenants - some of whom will be problematic. Rogue landlords will also snap up the cheap housing and suck in other problem tenants from outside (eg like the prostitutes in Ledger's Rd, Roma beggars etc). This will put an enormous strain on council services at a time when higher council taxpayers will have left. Older people like us will have to move away at the first sniff of a threat to LHR. Otherwise our house value will be depressed and we will be left stranded in a town of empty commercial property, boarded up shops, and a lot of problem neighbours. Slough could so easily become the south's Tyneside. Expansion of LHR, although it would cause more noise would be preferable - and the noise was very much worse when we moved here in 1973 when VC10s and BAC 111s screamed overhead. We doubt it would be as bad as that again. Unfortunately LHR fails to serve Slough's (or Bekshire's, South Bucks', and West of London's) ordinary residents and this should be looked at. Why can't local people take a holiday flight from LHR? Why can't flights be re-organised so there is a mix of

Comments - Q10. If you have any other comments or evidence you wish to be considered as part of this call for evidence, you can include it here.

holiday charter (Thomson etc), budget, and scheduled short and long haul from both LHR and Gatwick? Holiday flights all go from Gatwick, Luton or even Stanstead, and mostly at 7am or earlier - check in 5am. Travel agents in Slough and Maidenhead have said to us that many of their customers complain about this. We put up with the noise, traffic, and our people serve the airport, but it doesn't serve us. Surface transport also ignores local peoples' need in this respect too. There is no transport from Slough to Gatwick The only option is to travel into London, change stations and travel out again. As there are no return tickets expensive singles have to be purchased for each leg each way. National Express offer airport coaches at cheap prices from numerous locations, but don't serve Slough Maidenhead or Windsor. They do have an LHR-LGW service but this is £25 one way, and in any case doesn't help Slough/Maidenhead/Windsor people to get to Gatwick in time for a holiday flight.

13. Heathrow not only creates opportunity for people to be employed but is also bringing money into our country due to its locality.

14. I would like Heathrow to grow and expand.

15. Day time flights I am unaffected by as I am usually at work. However there are too many night flights. This interferes with the quality of my life, as I need to listen to the tv quite low in the evenings due to a child with a medical condition that I need to listen out for; but when the planes are coming over it completely drowns the tv out - this is with all windows in the house closed. I was unaware of the scheme for the day noise insulation scheme, and I wish I had known this when I purchased replacement double glazing 8 years ago.

16. The flight curfew time of 23:30 is too late. I cannot sleep when planes are flying because they are too noisy. I cannot have my windows open at night because the noise is ridiculously loud. This basically means that I cannot go to bed before 23:30 each night, which has a negative impact on my sleep patterns, and health in general.

17. I work in slough and live in Datchet directly below the flight path for runway 09N. A major airport HUB does provide huge benefits to local and country economy. LHR is a major reason for many businesses to have facilities in this area. It attracts business, therefore attracts people to live in the area and created the needs for high quality communications and transport infrastructure. All positive factors. Noise in particular is byproduct we need to consider a trade-off. However when we moved to the area we knew the airport was there so we should not complain. Although measures oriented to mitigate it without jeopardize expansion plan must be considered i.e incentive to airlines to use quiet state of the art planes. The interests of a minority should not prevail above the benefits for the local area and UK as a whole. LHR expansion is a need. The question should not be if this should be approved. The questions should be how it is done in the best possible way.

18. Heathrow is at the key geographical location for the major hub airport.

19. The airport is incredibly important for Slough. Its closure would have a massive negative impact. Thousands of jobs would be lost.

Comments - Q10. If you have any other comments or evidence you wish to be considered as part of this call for evidence, you can include it here.

20. Many of my friends work for Heathrow airlines. They can afford better housing, better quality of life and I believe are more open-minded in their attitude to others due to their ability to travel and meet people, also to work in a specifically multi-cultural environment.

21. Slough should be campaigning much harder to see heathrow expand as it is such a positive economic force on the borough and vital to its continuing growth and prosperity. A third (or even fourth) runway and continuing expansion as an international hub for the UK is essential.

22. I just feel i have to hear rhe noise and breath in the pollution because of the airport and just to enoy me even more I can't afford to fly from Heathrow because of the tax I have to go to Gatwick , Luton or Stanstead to fly to Stockholm to visit family

23. With out heathrow slough will be worse off ecnomicaly lot off people depend on heathrow for jobs and business

24. I have no direct link with Heathrow but believe it is essential for the future prosperity of Slough and surrounding areas.

25. Whilst I am not currently working at Heathrow or for a company supplying to Heathrow, I have previously and would like to again therefore it is better for me if it remains at its current location at least as it is, if not bigger.

26. I moved to Slough because of the airport at a time in my life when I travelled a lot for work and do not expect to be where I retire. I already spend much of my time outside of Slough as of the last 12 months, and probably will move completely within the next 12 months. I think my relationship to Slough (and hence the airport) is probably typical of many. I feel therefore it would be hypocritical to object to the airport. I am not against airport expansion - if it is proven necessary to maintain the UK's competitiveness - particularly if the alternative is to destroy other areas. However I do not believe enough is being done to mitigate the noise and air pollution generated. I also don't believe Heathrow has truly acted with the interests of residents in mind when it attempts to introduce new pilot schemes to alleviate noise while at the same time proposing further expansion. The relationship with Heathrow seems very one-sided. Largely due to the ever-present need to expand which has always existed in my time in Slough, and broken promises made in that process, Heathrow is regarded with some mistrust. Personally, being able to plan around aircraft noise is what I want, particularly in summer months. But respite from noise never seems to come when it is scheduled to, and clearer night-time curfew rules would also help - i.e. some flights are still allowed outside of the current 11-5 zone. Regarding air quality, I do not believe we are given sufficient feedback on air quality, and I feel that air quality targets particularly in the AQMA zones are too low. If the airport is a necessity, which I believe it is, there should be an embargo on other polluters - such as incinerators - in the vicinity.

27. I am mainly concerned about a noise that Heathrow creates. I live under the flight path and particularly I am affected by the noise at night. The last flight should be at 11 pm leaving Heathrow that for me means I cannot go to bed by 11.20 when the last plane flies above my area - it is already very late. Unfortunately, 2-4 times a week the flight are much later, usually before midnight but occasionally even up

Comments - Q10. If you have any other comments or evidence you wish to be considered as part of this call for evidence, you can include it here.
to 1.30 am.
28. We have worked at the airport in the past, and more than half of our family locally work at the airport.
29. Aircraft noise is quite disruptive, especially around the southern side of town like Cippenham
30. The main problem with the airport for me is the noise. I live in an old block of flat which does not allow double glazing and I am very close to one of the flight paths. The noise is so loud that you cannot hear the tv or speak on the phone. However, Heathrow is a great airport and well situated for all. As long as it does not increase night-time an early morning flights, and DEFINITELY DOES NOT ADD ANY MORE RUNWAYS.. it is fine and useful to have it where it is. If they want another airport I think Boris Johnson's idea is a good one and would open up the eastern part of London.
31. Over many years a number of Agencies and especially the various operators/owners of Heathrow Airport have offered many 'so called assurances' and Caps in respect of further development, size, major terminal and runway numbers as well as noise, most of which have have nopt been accorded with or have been seriously flouted or dishonoured. This has now occurred to the point where few people who have, and continue to have, their quality of life very seriously affected by various Heathrow generated atrocities, have no trust or faith in the words or deeds of the Industry and especially Heathrow owners/operators. Whilst in general the 'sufferers' do not wish 'such things' to be inflicted more, or at all, on others, clearly those around Heathrow have been and continue to suffer more than most other U.K. populations. One irony now is that, due to other legislation enforced upon recent Heathrow owners, this airport is now the only one in the South East which they still own and which they are now able to further develope!

Email/Telephone

- 1) "I live near the Heathrow Flight path and it is a noisy neighbour that we share our little bit of Britain with. But equally I understand Slough would be devastated without it. Our local economy depends on it and we have to recognise that, and in order to ensure the airport continues to serve the UK in the 21st century it must grow. It really is a case of no-pain , no-gain. Please fight for Slough and fight for Heathrow expansion."
- 2) "I am a Slough resident and work at Heathrow Airport. Commuting to Heathrow is very easy and convenient for me. I live on my own and have a back problem, Heathrow being close by it is very easy for me to commute. If Heathrow is moved from here then including me lot of other staff who work at the Airport will be jobless and will put more burden on the Council claiming benefits etc."
- 3) "I would like to talk about the reason i am strongly against Heathrow closing down. Firstly the airport is offering many jobs and to slough especially which is why it is such a big money earner. Another reason is that the transport industry depends on it so much. People in the UK Love travelling and that's not going to change. The aviation industry is growing and its getting bigger. Heathrow has no option but to expand and I think Mr Johnson has no choice but to expand or close and I think his "closing down" conjecture is completely wrong and ludicrous. Also, for personal

reasons I would like to be a pilot for BA and its hub is Heathrow and for all of those who want to work there closing it down will make the recession even worse.

I think London is taking a turn for the worse by stabbing LHR in the back after the success it had in the 2012 olympics. We would not have got the Olympics if it weren't for Heathrow and I strongly disagree that he should get rid of LHR. Sound will get better if they expand which is what many don't understand. The flight paths which fly over Langley will change causing far more quiet skies. I strongly disagree with Boris Johnson and i believe he expands before it is too late."

- 4) "I'm in favour of the expansion on Heathrow. Concerns over noise and pollution are easily overcome with new efficient planes. Relocation to elsewhere makes no sense. Be clever with what we have. Lives are at stake, if the status quo changes there will be a lot of fallout.....very close to london but even closer to slough, Windsor etc."
- 5) "I have recently moved to area and noise of aircraft very disruptive when out in the garden."
- 6) "I currently live in a part of Slough that is directly under the flight paths of aircraft when Heathrow Airport is on westerly departures. There is definitely a certain amount of noise, though it doesn't affect me and my family too much. I am pro expansion for the airport though as I think if it does not go ahead, plans about accommodating extra capacity elsewhere will have to go ahead taking away the economic benefits that Slough and the M4 corridor gets from Heathrow. Currently the noise is not a problem and the extra noise that expansion will bring will be necessary to keep the economic benefits."



Dear Ms. Sarah Forsyth:

Please ensure that your council considers the following when deliberating plans regarding Heathrow.

Communities near Heathrow are framing their choice as either being pro-expansion or anti-expansion. Those 'sides' are then simplistically cast as pro/anti economic growth, pro/anti health and pro/anti environment.

But that is a false dichotomy. Everyone is against noise, pollution, and congestion; whether from today's flight volume or tomorrow's. And everyone is for sustainable economic growth. Exhaustless tackles these problems at the source – by reducing jet-fuel burned during takeoff.

The opportunity to improve the quality of life for those near the airport must not be squandered. By taking an absolute position of "no expansion, ever", the potential for companies like Exhaustless to deploy noise and energy savings technology to London is lost.

Instead, consider a relative position of supporting expansion of more flights from Heathrow if the expansion includes technology to:

1. Use grid energy for takeoffs to reduce noise as much as possible for all flights,
2. Reduce taxi distances by at least 25%, and
3. Reduce pollution from takeoffs by at least 25%.

Without the insistence from local communities, this opportunity may be lost among other more costly choices at Heathrow that increase noise, use more land, reclaim reservoirs, and bog the city down in construction for a decade.

Examples of the level of noise reductions can be heard at <http://www.exhaustless.com/takeoff-simulations>. The contrast between the no-assistance takeoff and full-assistance takeoff is quite significant.

The Exhaustless assisted-takeoff technology is the near future. With your help, that future for London is even closer.

Sincerely,

Steven Endres
steve@exhaustless.com

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Correspondence:

The Parish Clerk
1, Swallow Gardens
Hatfield, Herts.
AL10 8OR

COLNBROOK with POYLE PARISH COUNCIL



Our Ref: RLNH/JSB/100477

26th September 2013

Sir Howard Davies,
Chair, Airports Commission
Sanctuary Buildings
20 Great Smith Street
London
SW1P 3BT

Dear Sir Howard,

Submission re Heathrow Runways Proposals

The Parish Council of Colnbrook with Poyle strongly objects to the proposals of Heathrow Airport Limited for a third or possibly fourth runway, as outlined in its "New Approach" document of July 2013. The parish lies immediately to the west of Heathrow Airport; a sizable part of its residential area falls directly under the flight path of the Airport's present northern runway for aircraft on final approach or take-off, with some residences in the area of maximum noise nuisance, and some also in the flight safety zone. Option 1 of the "New Approach", for a Third Runway to the North West of Heathrow, would take between 5 and 10% of the land within our parish boundaries, most of which is greenbelt, greenfield land within the Colne Valley Park, identified by several public inquiries as a vital and vulnerable "strategic gap" between the urban areas of Greater London and Slough that must be preserved. All of the options in Heathrow's "New Approach" for which explanatory maps have been provided would have a devastating impact on our parish area and community – its residences, amenities and industrial estates providing thousands of jobs of a very diverse nature – encircling and enclosing Colnbrook with the confines of the Airport, congesting its roads, polluting its already poor air quality, creating even more noise disturbance, driving out higher skilled and varied employment with factories and offices converting to airport-related warehousing, and traffic-generating couriers and distribution centres.

Colnbrook was the first major stop on the old coaching route from London to Bath; several old coaching inns remain amongst our 27 listed buildings, including the third oldest pub in England; so important was the village of Colnbrook that it twice was granted borough status, and its Burgesses (the forebears of the present parish council) ran a Turnpike Trust responsible for 7 miles of highway from Cranford Bridge to Maidenhead Bridge. Colnbrook's fertile lands were where Richard Cox cultivated the first (Cox's) Orange Pippin Apple. We remain a semi-rural community and yet host the European headquarters of Honda, and its (separate) development centre, having a strong historic connection with the motor industry, being where McLaren built James Hunt's 1974 world-beating F1 racing car, and where the British Motor Sports Association still have their headquarters. Colnbrook also hosts the headquarters of the UK's largest private waste management operator, Grundons.

CHAIRMAN:	Mr. Peter R. Hood	Tel: 01753 682395
VICE CHAIRMAN:	Mr. Ray Angell	Tel: 01753 680507
CLERK & FINANCE OFFICER:	Mr. Roland Hewson	Tel: 01707 267958

The parish council is not anti-Heathrow and wants the Airport to thrive and provide employment opportunities to local people but it has long argued that Heathrow Airport is at or has exceeded its optimum size, with local infrastructure stretched to full capacity and no room for external expansion without encroaching on greenfield, greenbelt, amenity lands or crowding out other businesses. The parish council, therefore, has a history of opposing the un-restrained expansion of Heathrow Airport because of its negative impacts on neighbours, including ourselves.

The parish council objected to BAA's proposals for a fifth terminal at Heathrow (T5) which was finally allowed a decade ago with the promise of BAA that with T5 it could double the capacity of the Airport, then handling about 70million passengers-a-year, without any operational need for a third runway. We note that Heathrow Airport Limited are now claiming (page 31 of the "New Approach") that only with a full-length third runway of the type in their options 1 and 2 could the Airport handle 130million passengers-a-year, contradicting the evidence they gave at the T5 Inquiry. The granting of a fifth terminal at Heathrow resulted in massive incursions into Greenfield, greenbelt and amenity lands in our parish, with a temporary, 10-year permission for the Colnbrook Logistics Centre assembling the building materials for T5, (still operating today more than 10-years after opening , and long after T5 was built). It also resulted in a sewage sludge dewatering works (the Iver South SDW) being built within the parish as a replacement for the Perry Oaks Sewage Works (originally on the site of T5). Interestingly, both of these facilities would be built over by the proposed Third Runway to the North West of Heathrow, (Option 1), and presumably would have to be replaced nearby, probably on another bit of our greenfield, greenbelt, amenity lands.

We note that previous proposals for a Third Runway at Heathrow, advanced by British Airways, were killed off by the 2010 General Election and the Conservative Party's pledge to refuse this on grounds of CO2 air pollution, where present levels of CO2 in the air at several locations around the north of Heathrow exceeded UK air quality standards and EU Directive targets, including at an Air Quality Management Area (AQMA) in our parish. The "New Approach" proposals just assume away this air quality issue as if efforts to reduce CO2 emissions from cars and lorries and aircraft engines will remove the pollution problem that ruled out their previous proposal; no evidence to support this idea has been put forward. Likewise, we can note that self-evidently, aircraft noise and noise nuisance in localities adjacent will increase with any and all of these proposals but no meaningful evaluation of this impact is possible since BAA/Heathrow Airport Limited have not put forward any new noise contour maps to go with their proposal options.

We believe that all the proposed options for a Third Runway at Heathrow will impact on the Colnbrook area adversely, having an enclosing/encircling effect, particularly Options 1 and 2, (to the north and to the south of the parish). This would be even more so following the argument advanced by Heathrow Airport Limited that they really need not only a third but a fourth runway to guarantee continued profitable growth, necessitating a combination of new runways to both north and south. All the options advanced by Heathrow Airport Limited will generate more noise and air pollution (already at unbearable levels), more surface traffic congestion, and likelihood of an accelerated takeover of our business areas by airport-related freight and catering operations, which is already a pronounced trend that the parish council is alarmed by, repeatedly expressing its concerns to the planning authority responsible – Slough Borough Council – who maintain there is nothing in their power they can do about it.

All the proposals would also have a damaging or devastating impact on substantial areas of greenfield and amenity lands within the Colne Valley Park, which extends from Rickmansworth in the north to Staines in the south and is at its narrowest point as it passes through Colnbrook and Harmondsworth. The parish council greatly values the amenity of the Colne Valley Park and is a founder member of Colne Valley Park Community Interest Company.

Option 1, a Third Runway to the North West of Heathrow, is the nearest of the three proposed development sites to large numbers of our Colnbrook area residences; this full-size runway proposal extends into lands enclosed by our parish, running north of the (present) A4 and south of the M4. The runway, and such supporting infrastructure as is shown on accompanying maps, would be located where the villages of Harmondsworth and Longford presently stand (removing these villages and joining up with the current Airport area). It would extend west through British Airway's Waterside headquarters and through the park lands of Harmondsworth Moor. The runway would then have to be built over the top of the M25 motorway to the west, before carrying on through the temporary but still present Colnbrook Logistics Centre, and the permanent plant of the London Concrete/Aggregate Industries/Foster Yeoman site. It would extend west on through the Lakeside industrial estates and take out Grundons waste to energy incinerator (which actually emits from its chimneys lower levels of CO₂ than are found in the ambient air outside the plant). The proposed Option 1 runway would then carry on over a number of man-made balancing lakes left over from previous mineral extractions that link to our "County Ditch" watercourse which are all incorporated into a recent Environment Agency flood alleviation scheme implemented in response to the flooding of residential and commercial properties in Poyle in 2000 and 2001; the removal of these balancing lakes and the concreting over of vast areas of open wetlands here and adjacent, will appreciably raise the flood risk for thousands of people living and working in our parish and nearby. The runway extending westward would next remove the Iver South Sludge Dewatering Works that was put in a decade ago to replace the Perry Oaks Sewage Plant freeing the site for Heathrow Terminal 5. The runway would next extend onto greenfield land north of the A4 by-pass where the Slough International Freight Exchange (SIFE) has been proposed and turned down, and where a proposal for the London International Freight Exchange (LIFE) was previously lost at Appeal; at this point the runway would break the Colne Valley Way, (the one and only public footpath that runs through the entire length of the Colne Valley Park) and, at the same time, it would remove a network of circular walks and bridleways and cycle routes across this land – land that has been recognised by the Planning Inspectorate and the Secretary of State as forming a "strategic gap" essential for the continuance of the greenbelt and the protection it affords.

Though the Option 1 runway would not extend along the entire length of the A4 Colnbrook By-Pass, the requirement for a soft overshoot area at western end of the runway would mean that all the greenfield land up to the junction of Sutton Lane with A4 Colnbrook By-Pass would need to be taken. The fate of housing on the east side of Sutton Lane is unclear, as is the siting of a Terminal or terminal buildings to service this runway, not included in these proposals, which will (from past experience) have a huge landtake requirement in and of itself. The noise impact on Brands Hill, especially the Westfield Estate immediately at the western end of the runway, would be severe; this area, and the residential area around Vicarage Way in the centre of Colnbrook village, will undoubtedly be added to those areas in Poyle that are subject to the worst noise impacts of Heathrow Airport at present.

Additionally, under these proposals, the A4 would be diverted south through the Galleymead industrial estate to then run down the eastern side of the Poyle industrial estates, (doubtless leading to their expansion as ancillary business facilities supporting an enlarged and expanding airport, as greenbelt designation on the fringe of this development will become meaningless). The re-routing of the A4 would also go through the residential area of Elbow Meadow in our parish, presumably leaving some of these residential properties on either side. The Elbow Meadow residences are our nearest ones to Heathrow at present, and they experience the worst levels of aircraft noise nuisance being right under the flight path of the present Northern Runway; they are also within a few meters of the M25, which generates further noise and air pollution. Having the A4 run through there would add to this already heavy burden and would, in our opinions, be likely to make their lives intolerable.

Just as further impacts need to be considered for supporting infrastructure such as terminal buildings, we note that the resultant increased need for rail connectivity to the airport, will also doubtless mean that residential areas in our parish could easily succumb to these associated developments, especially as we have greenfield open space, potentially available, and because a western rail route to Heathrow passing through our parish has already been safeguarded in local authority development plans.

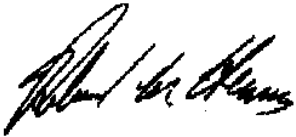
Regarding Option 2, a Third Runway to the South West; this would destroy the neighbouring village of Stanwell Moor and part of Wraysbury (850 residential properties), which would have a significant negative impact on our local community and prosperity. It would force part of the M25 underground, and require the concreting over of some reservoirs and lakes; this would all cause disruption, congestion and increased risk of flooding, including in our parish, which is connected to these areas by many watercourses, including the Colne Brook and the Wraysbury River. The centre of historic Wraysbury village, (where the Magna Carta was signed 800 years ago) would be half a mile from the end of the new runway, as would be 3 Sites of Special Scientific Interest (SSSIs), partially lost – priceless historical and environmental treasures would be destroyed or damaged, having an adverse affect on local amenities enjoyed by our residents. This is another full length runway, with commensurate levels of noise and air pollution associated; it will draw considerable road (and possibly rail) traffic down through Colnbrook, especially from the M4. Again it will have a damaging impact on the Colne Valley Park.

Option 3, a Third Runway North (Northeast) of Heathrow, would be constructed over the villages of Sipson, Harlington and Cranford Cross. If it is a short runway, as proposed, it will stop short of the Harmondsworth conservation area, however, its effects will be little different to the original Third Runway proposal, who's noise contour maps showed an increase in the number of residences within our parish that would fall into areas where aircraft noise is greatest or is at least deemed to be a significant nuisance, including at the Brands Hill end of the parish. Indeed, the recent practice adopted by Heathrow Airport of shortening the intervals between aircraft arriving and taking off, has resulted in a noticeable fanning out of flightpaths to put greater space between aircraft in flight; if this practice continues, even more of this parish will be subject to worsening noise nuisance and air pollution.

It is self-evident that all these proposals are designed to result in more flights to and from Heathrow Airport, and this will necessarily result in more noise nuisance and air pollution that is bound to affect us because of our close proximity. Airport expansion of this kind will generate more surface traffic, leading to more congestion and further noise nuisance and air pollution.

As our parish is one of only a few areas remaining around Heathrow Airport with significant amounts of green open space, we feel it is inevitable that further airport expansion at Heathrow will require additional land-takes from within our parish, over and above those outlined in the Option 1 proposals, for terminal buildings for example; this will be a further erosion of the amenities in our area, and we believe its adverse impacts go beyond those in the immediate area but also strike at important strategic considerations such as the Colne Valley Park and even the continuance of Greenbelt policy protection of the environment.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Roland L.N. Hewson', written in a cursive style.

Roland L.N. Hewson
Clerk and Finance Officer

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